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THE HONGKONG DISPENSARY.

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The Daily Press.

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HONGKONG, 30th October, 1902.

At the beginning of the year 1901 the
prospects of the trade of our northern neigh-
bour, the port of Shanghai, did not look of
the best. The troubles up north, if not at
their height, were at least still very grave,
trade there was almost at a standstill,
hostilities of a kind were being carried on
without cessation, and it could not be fore-
told when or even whether the Imperial
Court would be persuaded to return to
Peking. The commercial prosperity of
Shanghai was still encountering the trials,
as Mr. H. E. Hosson, the Commissioner,
writes in his trade report for Shanghai in
1901, of "wild rumours intended to 'bear'
markets, increase in duty levies, floods,
pestilence, and destitution in the Yangtze
Valley." Yet, in spite of all, the season
proved a financially successful one for most
branches of commerce, and no failures of any
moment occurred in either foreign or native
mercantile circles. Indeed the 1901 trade
figures showed a gain of 22 per cent. in
gross, and 20 per cent. in net value over those
of 1900, and 78 per cent. gross and 90 per
cent. net over those of the first year of the
decade—figures which must be admitted to
be gratifying. "The most noteworthy
feature of the season," says Mr. Hosson,
"was the raising of the maritime Import
Duty to an effective five per cent., and
the removal from the duty-free list of
articles formerly figuring in it, with
the exception of foreign rice, cereals,
flour, and coined and uncoined gold and
silver. A sweeping change like this
"might well have caused great hardships
to merchants; but the introduction of the
"new régime, though attended with much"anxiety and trouble, caused less friction
than might have been anticipated, thanks
"to the acceptance by the Customs of a
"temporary, specific tariff on piece goods
"compiled by the American, British,
"German, and Japanese Associations of
"Commerce." The revenue collected was
the highest on record for Shanghai, its total
of Hk. Tls. 8,152,096 being Hk. Tls. 32,000
better than the total of 1899, the previous
record year. Every heading showed an
increase, especially those of Import and
Export Duties. "This is the more satis-
factory," says the Commissioner, "since
"little of the increase noted can be due to
"the effective 5 per cent. rate, so many
"goods-claiming the old Tariff privileges
"being en route to the East up to the last
"possible moment."The total value of foreign goods imported
into Shanghai in 1901, exclusive of re-
exports, was estimated, at one hundred and
fifty-five and a half millions of taels, thirty-
five and a half millions better than in 1900
and six millions better than in 1899. It is
very satisfactory to read that the countries
which showed most largely in the improve-
ment were India, with a trade of 12½
million taels; Hongkong, with 10½ millions;
and the United States, with 6½ millions.
It is to be noted that Hongkong Mill yarn
was imported into Shanghai for the first
time in 1901, to the extent of 2,550 piculs.
Exports and re-exports during the year
showed an increase of two and three-quarter
millions of taels of the 1900 figures. The
items which improved in demand were
bristles, curios, fungus, hemp, hides,
sesamum seed, vegetable oils, and animal
and vegetable tallow. More raw silk, too,
was exported than in 1900, but the trade is
described by Mr. Hosson as unprofitable
to both buyers and sellers, to the former on
account of the fall in exchange and to the
latter owing to the fluctuations in tael rates.
A big decline occurred in the export of tea.
The crop was only "a fair average one,"
and, says the report, "had it not been for
the small stocks in the United States,
Canada, and Great Britain, plus shortage of
supply, the prices paid could never have
been maintained." As with imports and
exports, the coast trade showed a very
considerable increase on the previous year's
figures, and the inland transit trade was
flourishing. Mr. Hosson draws attention to
the fact that out of 10,202 passes applied
for only 184 were on behalf of foreign
firms. During the year 177 passes were
applied for for German goods, and three each
for British and Japanese goods forwarded
to the interior.Under the head of shipping, we find that
3,698 steamers and 484 sailing vessels
entered Shanghai in 1901, with a tonnage
of 5,395,925 tons. These figures are in
excess of those for 1900, the previous record
year, by 1,350,000 tons. The British,
American, and German flags all made dis-
tinct gains, due to some extent to the trans-
fer from the Chinese flag of the China
Merchants' fleet. The total number of
British steamers entering the harbour and
the tonnage were 1,982 and 2,839,229
tons; Germany claimed 533 steamers, of 551,622
tons; Japan, 444 steamers, of 644,042 tons;
China, 343 steamers, of 411,781 tons; the
United States, 158 steamers, of 193,719
tons; and France 52 steamers, of 110,595
tons. Britain had also 115 sailing vessels,
of 33,865 tons.In addition to what we have mentioned
above, all further that we need refer to in
Mr. Hosson's interesting report is that
Hk. Tls. 3,148,856 gold and Hk. Tls.
1,518,477 silver were exported from Shang-
hai in excess of imports in 1901.The cricket match next Saturday will be
Hill v. Plains.Mr. Mes Cheung sends us an assortment of
local views, coloured and mounted on cards,
with appropriate greetings in Chinese and
English; they make excellent Christmas cards.Messrs. Laus, Wogner & Co. inform us that
they have received the following telegram from
Sydney:—"S.S. Ventnor has foundered at New
Zealand; crew saved." This steamer was bound
for Hongkong with coal for the Admiralty.The band of one of the Indian regiments will
play at the Kowloon Hotel this evening from
7.30 till 10 o'clock. The following is the
programme:—

March—"Kumool"..... Whelan

Overture—"Romantic"..... Kler Alan

Lancers—"The Army and Navy"..... Ernest Allan

Song—"The Promise of Life"..... Cowen

Selection—"Coster Songs"..... Arr. by Goldrey

Waltz—"Daddy"..... Bucalossi

Pavane—"Conti"..... Vasseur

By kind permission of Colonel Fremonger and
officers, the band of the 33rd Burma Infantry
will play the following selection during dinner
at the King Edward Hotel to-morrow, from
7.30 to 9.30 p.m.:—

March—"Panchestown Races"..... Williams

Overture—"Joan"..... Costello

Selection—"The Sultan of Moche"..... Collier

Song—"The way you sing to me"..... Molloy

Selection—"The Artiste's Model"..... Sidney Jones

Waltz—"Rhoda"..... Bucalossi

Barn Dance—"Happy Dances"..... Godfrey

"God save the King."

Kobe beat Yokohama in an interport law-
sonia match at Kobe on the 18th inst. Messrs.
Hancock and Murray winning by 3 sets to 1.Mr. Yokoi, Editor of the Osaka Shimpo, has
gone to India to investigate how far the busi-
ness interests of Europeans are established in
India; what possibility there is for Japanese
extending their influence there when established
in business; and whether the Japanese can
successfully compete with Europeans in India.
Mr. Yokoi has received a grant of 2,500 yen
from the Japanese Foreign Office towards his
travelling expenses.In an article published in Tokyo Asahi
reference was made to the alleged cruel
treatment of soldiers. The remarks made were
considered by the Japanese War Office to be
"detrimental to the public peace," and a charge
was laid against the journal under Article 33
of the Press Law of Japan. The Prosecutors
in the Tokyo Chihō Saibansho, however, held
a different opinion, and decided not to
commence a prosecution against the journal.A company of Japanese infantry engaged a
number of roromon aborigines on the 17th
instant. According to a telegram from Major-
General Hiras to Major-General Nishijima,
Commander of the 7th Brigade of the Onaka
Army Division, the troops stormed a native
stronghold, which, after desperate fighting, was
captured. In this action ten Japanese were
killed, and twenty wounded. Daimanaban
Hill, the headquarters of the bandits, was
captured on the following day.A telegram to the Shanghai Times, dated
London, October 24, says:—Ship combine plans
are not advancing as rapidly as expected. No
change of programme has been announced and
probably none is contemplated, but the scheme
ripened at an unfavourable time for the
American market, and there have not been in
demand. The correspondent of the Chronicle
reports an uncertain outlook for this and other
large speculative ventures as because promoters
depend upon sales of shares to provide operating
capital, and tight money in New York works
towards curtailment rather than expansion of
share purchases.The West Indies Commission is pressing
upon Parliament the ratification of the Brussels
convention in relation to government of the
islands. It has prepared a bill to amend the
convention by penal clauses to provide against
infringement of the terms as proposed. Germany,
Belgium, Austria and Holland, which have
already ratified the convention, are expected
to assent to the amendment. The resolutions
adopted at Brussels, defining by international
law neutral and belligerent rights in insular
territory and waters, and imposing limitations
upon cable-laying in time of war, will apply to
the new status of the island possessions.In July there appeared in the Nagasaki
Press an article headed "Pernicious Grog-
shops," wherein certain references were made in
general disparagement of all such places. The
Press received a communication signed by
twenty-three Jewish grogshop-keepers demand-
ing the withdrawal of the statements, which
were alleged to be far from the truth. This
withdrawal was refused, and thereupon the
grogshop-keepers took legal action against the
Editor of the Nagasaki Chihō. The case came
on in the Nagasaki Chihō Saibansho on the
18th inst., and will be resumed on the 6th prox.A telegram to a Vladivostok paper, dated
Brussels, October 8, says:—A conference of
the Boer Generals has been held here for the
purpose of discussing various questions relating
to the future. Speaking at the meeting,
General De Wet said:—"Owing to the
receptions being everywhere accorded us, we
begin to ask ourselves, 'Why did we receive
no help during the late war?' It was the will
of God that we should lose our independence;
and therefore we faithful now to our new
Fatherland. If the terms of peace are fulfilled,
the British have ceased to be our enemies. I
have signed the agreement, and intend to keep
my word of promise."The Amurkaya Gazette draws attention to
the very unsatisfactory state of affairs due to
the Manchurian railway. The Chinese are
afraid to develop their industries along a line
which belongs to foreigners and which at any
time may be the cause of a conflict; on the
other hand, the Russian settlers feel that they
are not guaranteed sufficiently from predatory
attacks on the part of the Chinese, and there-
fore they are equally disinclined to embark in
industrial undertakings. The result is that the
line is playing no part in the economic activity
of the region. Again, the Manchurian Rail-
way has destroyed the former means of transit
along the Amur river, and the Amur territory
is now a desert region that is over, according
to the Gazette.The number of emigrants from European
Russia to the Amur Territory during 1901
was 15,963, and 7,875 preferred to make the
journey to the Far East on shipboard. How-
ever, for some months an end has been put to
the conveyance of emigrants by ship to the
Far East. "That the conditions of life are by
no means so agreeable as the emigrants have
been led to believe is seen in the fact that many
of them returned to their homes in European
Russia in 1901, and, in fact, the homeward
movement was stronger than it had been in
1900. In 1901 the number of those emigrants
who returned to Russia was 2,379, or 15 per
cent. of the whole body of emigrants; this year
the tide will be still greater, in proportion as the
Chinese drive the Russian settlers and colonists
gradually backwards. It is estimated that dur-
ing the present year 20,000 Russian settlers
will have passed through Blagovestchensk en-
route for the Amur Territory and the Ussuri
region, and of the number about 14,000
colonists will settle in Southern Ussuri.It is notified from Funn, Corea, that cholera
has been stamped out in that city.A Peking telegram to the Tokyo Nichi-Nichi
states that Mr. Lessar, the Russian Minister at
Peking, is in bad health, and it is believed he
will be recalled.The divorce decrees obtained on 21st March by
Lord Francis Hope against Lady Francis Hope
(May Yoh), who some months ago was in
Hongkong with Captain Strong, was made
absolute on the 1st inst.At the Rugby Football Union's annual meet-
ing in London last month the new president,
Mr. Mark Newson, said that the game was, by
the aid of the public schools, getting back its
own in Yorkshire, now that the Northern Union,
having for some time with their insolvent clubs
ruled the roost, at last was finding its level.A story has recently been given in a French
review that the Emperor of Annam has gone
mad, because he was treated like an escaped
prisoner, and his case calls for serious investi-
gation into the dealings of the French residents
with the king of Annam and Cambodia. It will
be remembered, the reviewer continues, that
Néronde, the King of the latter country, was
suddenly put into irons by order of the French
agent at Pnom-Penh, although he had placed
himself under the protection of the Republic.
It would be much more rational and humane to
abolish them altogether than to humiliate them
in the eyes of their former subjects.The Rumanian Conservative organ La
Romanie publishes under the title of "La Note
des Etats Unis" a leading article energetically
protesting against what it calls an unusual and
unprecedented proceeding on the part of the U. S.
Government. La Romanie is of opinion that
not only the United States, which was not a
party to the Berlin Treaty, but even the other
Powers had no right to address remon-
strances to Rumania or to demand explanations as
regards the question of the Rumanian Jews.
They are no more entitled to do so than is
Rumania to ask for explanations touching the
situation in the Philippines, the Boers, the
Poles, the Finns, or the Jews. It points out
that for a long time past it has been evident
that the United States has sought to meddle in
one way or another with European politics, and
adds that it is hard to be ill-treated by the
Government of a State which is at present one
of the largest in existence and in half a century
will be the predominant factor in the politics
of the world.The Straits Times of the 20th inst. writes:—
The mystery of the Sikh Army with which
the Havas Agency, British, invested
Kelantan a month ago, is slowly coming to
light. Yesterday Jemadar Vira Singh, formerly
in the Kodah Police service, with 65 Sikhs
arrived here from Kelantan by the East Asiatic
steamship Boribet. The Jemadar and his com-
pany, with some forty others who have remained
in Kelantan to form a body-guard to the Rajah,
were engaged by that ruler a couple of months
ago, at the time of the trouble brought about
by the attempts of Siam to ride roughshod
through the Customs regulations of his
Sultanate. Their engagement was a tem-
porary one, to last through the disturbance
only. When the difficulty was settled, and the
Siamese had duly paid up the duties out of
which they had advantageously to burke the
smaller country by a display of arms, and when
the question of all such, the future payment
duties, etc.—thanks to the intervention of the
British Foreign Office—had been duly smoothed
over, their services being no longer required,
the Sikhs left the country. They were mostly
engaged locally, or at Penang, by agents of the
Rajah of Kelantan, and were shipped up the
East Coast on the steamships Fleco and Ban.
Wat Hin.

THE WATER SUPPLY.

As will be seen from an advertisement
appearing in another column, the water supply
of the Colony is to be curtailed from the 1st of
next month, in the absence of further rainfall.

FIRE IN THE NEW TERRITORY.

We are informed that on the 26th inst., at
7.10 p.m., fire broke out in the largest brick-work
in the New Territory, situated near the border,
and lasted until 5.20 a.m. next day. The build-
ing was destroyed. The damage is estimated
at over \$7,000. Some 2,300 bundles of grass
used for fuel and valued at from \$400 to \$500
were also burned. No one was injured.

S. ANDREW'S BALL.

The following is the official dance programme
for the forthcoming S. Andrew's Ball:—1. Lancers. 12. Waltz.
2. Waltz. 13. Highland Scotch Reel.
3. Calceonians. 14. Eightome Reel.
4. Waltz. 15. Waltz.
5. Eightome Reel. 16. Strathpey and Reel.
6. Waltz. 17. Waltz.
7. Calceonians. 18. Lancers.
8. Strathpey and Reel. 19. Waltz.
9. Waltz. 20. Calceonians.
10. Barn Dance. 21. Waltz.
11. Polka. 22. Waltz and Galop.

S. GEORGE'S BALL.

A meeting of Englishmen interested in pro-
moting a ball during the present season was
held in the City Hall yesterday. His Honour
the Chief Justice presided in the chair.It was decided if sufficient support was forth-
coming to hold a ball on Twelfth Night (6th
January, 1903), and a provisional committee
consisting of Mr. Justice Wise, Hon. R. M.
Ramsay, Commodore Robinson, R.N., Messrs.
Bewitt, Hunter, Layton, McDermott, Mitchell,
Nicolls, and Pollock, K.C., were elected. The
Chief Justice His Honour W. Moigh Goodman
was unanimously elected President, and Messrs.
C. W. May and E. W. Mitchell, Hon. Treasurer
and Hon. Secretary respectively.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 27th October.

THE FIGHTING IN SOMALILAND.

Reuter's Aden correspondent wires that on
the 6th instant the Mullah's force suddenly
charged the right flank of Colonel Swayne's
position advancing through a dense jungle.
The enemy met with such a severe fire from
the African Rifle that they swung round to-
wards the centre and left, which, owing to the
dense bush, the transport had overlapped,
throwing the defence into confusion. The result
was that the firing line was broken, and a
Maxim captured. Captain Phillips was killed,
Lieutenant Gellatly was shot while attempting
to rally his men, and also Lieutenant Everett
while attending him. The disorder here spread
to the centre of the British line, where Captain
Angus was killed while resolutely serving the
guns, his place being taken by Captain Cobbs,
who continued to serve them. Finally a charge
led by Colonel Swayne checked the enemy, and
the force then withdrew. In the afternoon the
British sorted, and chased the enemy, capturing
a number of camels and their loads. The anim
was not recovered. Sixty-two of the enemy's
dead were counted. The British lost seventy
killed.

LONDON, 27th October.

MR. CHAMBERLAIN TO VISIT
SOUTH AFRICA.It is officially notified that Mr. Chamberlain
will proceed to South Africa about the latter
part of November, to examine the problems
presented by the termination of the war and
the settlement of affairs in the new colonies.
The proposed visit, which is universally ap-
proved, is believed to be the forerunner of visits
to other colonies.

LONDON, 27th October.

THE GUARDS REVIEWED.

His Majesty The King reviewed four thou-
sand Guards on the Horse Guards Parade
to-day. The weather was beautifully fine.

THE BOER RELIEF FUND.

The total sum collected by the Boer Generals
in Holland, Belgium, France, and Germany
for the Boer Relief Fund amounts to £32,000
only.

ROYAL HONGKONG YACHT CLUB.

The opening cruise of the R.H.Y.C. takes
place next Saturday, the 1st November.
The yachts will assemble off the Naval Extension
Works. The Commodore in the Dione will
start for Stouonters at 2.15 p.m.; other yachts
should follow in single line.

LADIES' RACE.

Start 3.30 p.m.: Starting line between main-
mast of Dorothy and the bow of the Hygiea.
Course.—Trocus Rocks Buoy (starboard)
H.M.S. Tamar's launch off Yuamati (starboard).
Handicap:—Dione, Vernon and Alannah allow
Bonnie, Kathleen, Colleen, Erica
and Min 1 min.
Iris 1 min.
Doreen, Maid Marian and Chanticleer 1 1/2 mins.
Paying 2 mins.

SUNDAY, 2ND NOVEMBER—1ST OLIVE RACE.

Course.—Channel Rocks (port), Kowloon Rock
(port), Meyer's East Buoy (port), Channel Rocks
(port), Kowloon Rock (port), Meyer's East Buoy
(starboard).

Distance 11 miles.

Starts—1st class, 1.30 p.m. One design class,
1.40 p.m. 2nd class, 1.50 p.m. Time limit, 6 p.m.2nd Class Handicap.—Iris allows Maid
Marian 5, Doreen 10, Gloria and Chanticleer 15,
Meteor 20, and Payne 45 seconds per mile.

HOCKEY.

OLIVE v. R.A.

A good game was played on Tuesday after-
noon between the above teams and resulted in
a win for the military representatives by 5
goals to 1. The Club team was somewhat
crippled, especially in the forward division, by
the absence of the captain, Hooper, who is on
the sick list, and Thornhill, Tulloch, and
Dykes, who were assisting the R.A.The early stages of the game were
inconspicuous for some good runs by Smith of
the Gunners, and the first goal for them was
scored by Thornhill. Carter put in some good
work for the Club, but was rather feebly
supported by his fellow-forwards. Thornhill
and Smith then scored 2 goals in quick
succession before the interval. Half-time score:
R.A., 3; Club, nil.After the whistle blew
again, the Club seemed to rally better, and
Roberts, Carter, and Bogran made some good
efforts, which were frustrated by the R.A.
backs, who played a strong defensive game.
Wolchouse then notched the first Club goal,
after some pretty passing among the Club for-
wards. A number of off-sides followed the
soldiers apparently being too keen to score, but
their efforts were finally rewarded by a good
goal, which gave Parker no chance of clearing.
The game now assumed a more give-and-take
aspect, and the ball fluctuated between the
twenty-five yard lines. Just before time the
Gunners made a determined rush, and were
compensated by their scoring another goal.
Desai put play on end, and the whistle blew
after a keen game, leaving the R.A. successful
as stated.

LATEST STEAMER MOVEMENTS.

The M.M. steamer Sydney, with the next
French mail, will leave Saigon to-day at noon
for this port.The N.G.M. steamer Bismarck left Singapore
for this port yesterday, and may be expected
here on or about the 4th prox.The N.Y.K. steamer Nippon Maru (Singapore
Line) left Singapore for this port on the 28th
inst., and is expected here on the 2nd prox.

THE NORTHERN COMPLICATION.

MOVEMENT OF BRITISH WARSHIPS.

As we intimated in yesterday's issue, the
greatest activity prevails at the Naval Dock in
the Colony, and speedy preparations are being
made for the despatch of warships northward.
As is usual in such cases, the authorities are
extremely reticent in the matter of giving any
information as to the movements on foot, and
the secret of the reason for the unwonted
departure of the warships from Hongkong at
this time has been a far well guarded. There
is an impression abroad that the evacuation of
Shanghai has led to complications which render
the presence of a strong British fleet there
desirable in the eyes of the Government, while
on the other hand it is already a matter of com-
mon knowledge that the new settlement of the
affair of the Hunan murders has led to serious
tension between Britain and the Chinese Court.As already intimated, by the London
Herald for the Shanghai Times, yesterday's
steamer Algerine also sailed for the same desti-
nation. The cruiser Amphitrite was expected
to sail yesterday too, and with that end in view
she went on a short trial spin at 9 a.m.; on
her return to the Harbour it was
found that the hull sustained a slight breakdown
in her engine, and consequently her departure
has been delayed. In all probability she will
sail to-day. Last night the Tabor was busy
coaling, and similar operations were carried
on busily all day on the Albatross. The
Cressy while in dock at Kowloon took in
stores, which shows that her departure will
also be hastened. The next warship to be
despatched will be the Blenheim. With the excep-
tion of her all the others will probably be de-
spatched before Friday. The Blenheim cannot
possibly be got ready for service until next
week. All hands at the Naval Yard and docks
are working at high pressure, and liberty men
of the Navy are being recalled.

MOVEMENT OF CHINESE TROOPS.

We were informed yesterday from reliable
Chinese sources that H. E. Mr. T. H. Row, Acting
Viceroy at Canton, had commissioned the Black
Flag Chief, Lu Ying Fu, to proceed overseas
with three battalions of Black Flag troops to
Chinkiang.DINNER TO THE PORTUGUESE
MINISTER.H.E. Senhor Conselheiro Castello Branco
was entertained at dinner on Tuesday last at
"Desert," the residence of Senhor Conselheiro
Romano, the Portuguese Consul General.
Among those present, besides the Minister,
there were Dr. Lello, Acting Governor of
Macao; Mr. A. J. Basto, the president of the
Real Senado; Mr. Moraes, Portuguese Consul
at Canton; Lieut. Bastos, aide-camp to the
Acting Governor; Mr. O. C. Assumpção,
the interpreter to the Embassy; Captain Azevedo
and officers of the Portuguese garrisons Diu and
Zaitze; Mr. J. J. Tahir, the Vice-Consul for
Brazil; and Mr. J. P. Leite. The ladies
present were Mrs. Romano and Mrs. Lello.Senhor Conselheiro Romano proposed the
health of the Minister, who responded in fitting
terms.The following was the menu, which was
beautifully printed in fine on satin.

Potage de Volailles aux champignons.

Poulet sauté, garni, sauce aigre.

Petites boulettes à la Reine.

Filet de bœuf sauté à la sauce.

Omelette dorée, sauce tomate.

Cassoulet de mouton à la jardinière.

Cassoulet de mouton à la jardinière.

Pâtisseries de France.

Merveilles de la cuisine.

Dinde rôtie, sauce.

Jambon de Paris.

Fruit de saison.

Macarons de fruits.

Glaces à la Vanille.

Dessert.

H. E. Senhor Conselheiro Castello Branco
left yesterday for home by the Embassy, leaving
his Secretary as Charge d'Affaires in Peking;
and we understand that H. E. will return to
China some time in March next to ratify the
treaty with China.

FOOTBALL.

The Football Stadium Committee met on Tues-
day, and decided that entries must be sent in
on or before the 8th December.In connection with the Hongkong Football
Club the following matches have been arranged:—

Saturday, Nov. 1

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS' OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN

CHEE & CO. Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories.
176, Queen's Road Central.

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MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHERS

M. MUMBYA, JAPANESE ARTIST.
Bromide and Cyanotype Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs, No. 8A, Queen's Road Central.

PRINTING

DAILY PRESS' OFFICE.
Proofs read by Englishmen.

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F. BLACKHEAD & CO.
Navy Contractors, Shipbuilders, Sailmakers, Provision and Coal Merchants, Fraya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlery, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.
Shipbuilders, Sailmakers, Provisioners, Coal Merchants, Hardware Engineer Tools, Brass and Iron Merchants, 144, Des Voeux Road.

MOORE & SEIMUND.
41 and 43, Des Voeux Road. Shipbuilders, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Grayhound Brand") and Blundell's Spence & Co.'s Commission.

WATCHMAKERS

DROZ & CO.
14, Queen's Road Central. Repairs of Watches and Clocks by competent European experts at moderate rates.

PUBLIC COMPANY

THE PUNJON MINING COMPANY, LIMITED.

AN EXTRAORDINARY GENERAL MEETING OF SHAREHOLDERS in the above named Company will be held at the COMPANY'S OFFICE, 13, BANCROFT ARCADE, Victoria, in the Colony of Hongkong, on **TUESDAY, the 11th NOVEMBER, 1902, at 12 O'CLOCK NOON**, for the purpose of considering and, if thought fit, passing the following Special Resolution:

1. That the Capital of the Company be increased by the creation and issue of 80,000 New Ordinary Shares of \$10 each, with the sum of \$10 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 80,000 Ordinary Shares of the Company of \$10 each, on which the sum of \$10 each has been paid up, and that one New Share of \$11, with the sum of \$10 paid up thereon, be given in lieu of and in exchange for each old share of \$10 fully paid up, and that the said old shares be cancelled (thereupon the said old shares be cancelled) and that the remaining \$1 payable in respect of each of the New Shares, the sum of \$10 each be paid on the surrender of the old share, and that the remainder be called up (if necessary) and paid at such times and in such instalments as the Board may determine.

Should the above Special Resolution be passed by the requisite majority of Shareholders, it will be submitted for confirmation to a second Extraordinary General Meeting to be subsequently convened.

By Order of the Board of Directors,
W. KERFOOT HUGHES,
Secretary.

Hongkong, 25th October, 1902. [284]

THE STEAM LAUNDRY COMPANY, LTD.

WORKS—Canvey Bay (adjoining Kennedy's Stables).
TOWN DEPOT—2, BANCROFT ARCADE (All-day).

ALL work is done under European supervision, and the objects and practices common to Chinese laundries, of dumping from the mouth and steeping of the clothes are not permitted. Collection and delivery at private residences. Get-out and delivery at private residences. Satisfaction guaranteed.
W. A. ALLEN, Manager.
Hongkong, 8th October, 1902. [288]

OREGON LUMBER.

THE Underlined being closely connected with the leading MILLS at PORTLAND and PORT SOUND, are always prepared to book orders for any specifications at **LOWEST RATES.** **SIEMSEN & CO.**
Hongkong, 14th February, 1901. [291]

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD.
Have now 30,000 cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily. Sundays excepted, to receive and deliver perishable goods.
W. A. ALLEN, Manager.
Hongkong, 18th November, 1901.

NEW MAGAZINE

"THE EAST OF ASIA."
To be published Quarterly.

JUST ISSUED

CONTAINING a selection of Special Interest.
Profusely Illustrated, Descriptive of the People, Customs, &c. of the Far East.
Price \$1.50.
At Messrs. KELLY & WALSH, LTD.
Hongkong, 6th March, 1902. [71]

FIFTEEN MONTHS IN THE ARCTIC.

Rector's representative has had an interview with Mr. Evelyn H. Baldwin, the leader of the Barrow-Ziegler Expedition, which lately returned to Norway on the conclusion of fifteen months' work in the North Polar Sea. The explorer, who is in vigorous health, said—

Like every other man who has started for the North Pole and has returned without reaching it, my companions and myself are naturally somewhat disappointed at not having attained that goal. I am the more so, because no previous expedition ever entered the frozen north with the same qualifications for success as we did. Our ship, equipment, instruments, staff, and stores, left nothing to be desired, and it is impossible to imagine in what directions Mr. Ziegler, who had so generously paid for the whole undertaking, could have made more perfect arrangements. Before going into the details of what we have accomplished, I think it only right to say that a number of unauthorized and wholly mischievous reports have appeared regarding the personnel of our expedition. There have, it is true, been some disagreements, as in most other expeditions of this sort, and this is scarcely surprising when a number of men are cramped together under the most distressing and depressing conditions through the long Arctic night, but they have been unduly magnified, and it is not from this cause that my failure to reach the Pole is to be attributed, and I want to say that no leader of an expedition had with one or two exceptions, a more willing, loyal, and competent staff.

A PHOTOGRAPHIC RECORD.

We did not reach the Pole, it is true, but in the course of nearly a year and a half's incessant work we have accomplished more than the most favorable conditions which surrounded us really warranted, and have in addition brought back data which ought to materially assist subsequent seekers after the Pole. For the first time in the history of North Polar exploration a photographic record has been secured of the ice and snow conditions of the Arctic, and of the animal life of these regions, so complete as to be practically exhaustive. In this respect the cinematograph has played a most important part, the first time it has ever been successfully employed in the far north—and we now have over a thousand perfect photographic representations of our work, which alone is perhaps not unworthy of a year's effort. In addition we have over two hundred drawings and paintings. I admit that our primary object was to plant the American flag at the North Pole, and we still hope to do so, and believe more fully than ever that this can be done in accordance with our original plan. The first cause that prevented our reaching the Pole was the exceptionally forbidding character of the ice in the Franz Josef Land Archipelago in the autumn of 1901, which prevented the navigation of the America far enough north to be of practical advantage in establishing headquarters so as to facilitate sledging work in the winter and spring of the present year. I felt from previous experience and knowledge of Arctic literature that at least one of the numerous ways of navigating the Franz Josef Land Archipelago would be open to us in the summer time during either the summer or autumn of 1901, but last year proved to be an exception, and we were compelled to go into winter quarters at Camp Ziegler, the station which we established upon our first arrival in Franz Josef Land, in 80deg. 30min. north, whereas our original plan was to spend the winter at least a degree further north, if not actually off the coast of Rudolf Land itself. This was the first disappointment. Then followed the melting and death of many of the dogs, even before the cold Arctic night began. This was owing, as the careful investigations of our three physicians conclusively proved, to the ravages of three distinct internal parasites, which ultimately proved fatal to more than half the pack. These two causes rendered anything more than an attempt to beat the record of the farthest north absolutely impossible, and I have no doubt but that we could have accomplished it beyond any doubt, if we had undertaken, as such a course would have involved the destruction of our equipment and the consumption of our stores, and this precluded the carrying out of our original project.

ESTABLISHMENT OF DEPOTS.
Briefly, my scheme was first to establish ourselves as strongly as possible upon the northernmost land of the Archipelago before attempting any dash to the Pole. After spending our first winter in this depot I intended, before the return of the sun, to throw out advance parties northward from Rudolf Land to about the 83rd parallel, so as to begin the real Polar dash from that point. All this, as I have pointed out, was upset by the causes already named. In evidence of our sincerity in carrying out the primary object of the expedition, we have now the satisfaction of pointing to the establishment of our depots, from which it will now be possible to dispatch parties from Rudolf Land without it being necessary to endanger a ship at a higher latitude than Camp Ziegler. In the establishment of our depots on the Rudolf Land we are prevented from placing it upon the immediate northern edge of the island owing to open water extending from the very head of the Tooplits Bay (the site of the Abruzzi headquarters), southward twenty-five or thirty miles, and as far west as could be seen by the naked eye.

CAMP ZIEGLER.
Although we have formed four large stations, for the transport of which an ordinary Arctic vessel would be required. The most southerly of these is on Algor Island, about eighteen miles farther south than Elmwood, the headquarters of the Jackson-Hermansworth expedition, and

about eighty miles farther east. This was made in September of last year, and has been named Camp Ziegler. It contains a large quantity of stores, and is erected on the shore of a safe harbor for any ship reaching these latitudes. There are two substantial wooden huts, one filled with stores. Besides the huts there is also a shed for the accommodation of sled dogs and animals. Within the station, which is a walled enclosure, are the ranges of bear latrines, a kitchen record of our doings and further information.

Close on the 31st parallel is our second station, on Greeley Island, which lies between Kane Island and a larger island which we charted this spring and named President McKinley Island. This station was named Kane Lodge. It consists of a house filled with stores and equipment. This exceptionally fine outpost was established originally intended for our first dash to the northward to Rudolf Land. Thirty-five miles nearer the Pole is a third depot, containing five thousand pounds of condensed foods, situated in a most desirable location for future operations. This is placed on an island discovered by us which I have not yet named. Our fourth and most northerly station is, as already stated, upon Rudolf Land, and within sight of the winter headquarters of the Duke of the Abruzzi. This originally intended for our first dash to the Pole. In the establishment of these depots we were obliged to travel over the same ground at least ten times. This severe work naturally led to the weariness of our sledges, many of which, in the intense cold, became exceedingly brittle, and went to pieces like glass especially when traversing the heavy snow which we encountered in the northern part of the archipelago.

THE FINDING OF NANSEN'S RECORD.

This work was exceptionally trying with a temper of 4 below zero Fahrenheit, and reflected the greatest credit on the sled party, twenty-eight in number. From January 21 to May 21 we were continuously engaged in sledging, and upon the conclusion of the establishment of the depots a further sledge journey was made to Cape Norway, where we came upon Nansen's winter hut. We were all deeply affected when upon morning a member of our party discovered a piece of walrus hide near the shore ice, which indicated the proximity of a human habitation. After some search, we found what at first looked like a broad grave mound, almost completely covered with snow. This proved to be a rude hut, which we at once knew to be the spot where Nansen and Johannsen spent their winter. A portion of this had been gnawed away by foxes and bears, but fortunately Nansen's record was intact. This was contained in a small brass cylinder three inches in length, and secured by a rough wooden stopper. The document, dated May 18, 1896, is written in pencil on a half-sheet of ordinary paper. I have this with me, and in its place have left my own record, giving an account of our visit. We stayed here two days in order to obtain paintings and photographs, and then proceeded to explore President McKinley Island. On the conclusion of that work, we returned to Camp Ziegler, further field work being impossible owing to the rapid disappearance of the ice. This work was done in strong currents of the sea blowing over the open water holes with astonishing rapidity.

ON JUNE 8 THE AMERICA, WHICH HAD BEEN AT CAMP ZIEGLER SINCE OUR FIRST ARRIVAL, WAS SET FREE BY THIS MEANS, AND COMPELLED THE USE OF OUR RESERVE SUPPLY OF COAL AT LEAST SIX WEEKS EARLIER THAN I HAD ANTICIPATED.

At this time the ship was in a most perilous position, being crushed by a fleet of icebergs, which, by means of the wind and current in the open sea, were being driven in order to avoid collision with the huts. We were thus compelled before our coal was exhausted to leave Camp Ziegler and to escape with the ship into the open sea.

FIFTEEN LIONS DESPATCHED.
The day previous to our departure we sent up fifteen and a half balloons, by which means altogether three hundred messages had been dispatched. To each of these balloons was attached a string of buns, which, by means of automatic contrivances, were released as the balloons, land, or water. As north-easterly winds prevailed, it is likely that these balloons were driven on to the great field of ice which this year blocks the entire eastern coast of Spitzbergen to such an extent that no vessels, as is now known, have been able to navigate during the entire summer the western waters of the Barents Sea. As the ice drifts southward along the eastern coast of Spitzbergen, these buns will be released, and when found will furnish important data concerning both the currents and the ice conditions prevailing at the time of its being sent off. Every buoy is addressed to the nearest American Consul, who will duly advise us of their discovery.

TERRIBLE STRUGGLE WITH THE ICE.
On July 1 we had to leave Camp Ziegler, having first of all put everything in order about it. In the afternoon of that day we finally nailed up the doors of the huts, secured our signals, and went on board the America. This was an exciting performance, as large quantities of drift ice surrounded us and made the embarkation of our remaining animals an

"I STOOD IN A DRAUGHT"

with my coat off and caught this wretched cold." On July 1 we had to leave Camp Ziegler, having first of all put everything in order about it. In the afternoon of that day we finally nailed up the doors of the huts, secured our signals, and went on board the America. This was an exciting performance, as large quantities of drift ice surrounded us and made the embarkation of our remaining animals an

anxious and hazardous task. Eventually all was safely on the ship, and we commenced our homeward journey. This was the beginning of a never-to-be-forgotten struggle with the ice. For the first fifteen miles we had for the most part to back the ship and deliberately charge the ice, or to blast with dynamite or cut with heavy saws a lane through the ice, which was often 3ft. thick. This involved sixteen days of incessant toil. Before reaching the open water, which lay between the southern coast of the archipelago and the heavy pack ice of the Barents Sea, the America was caught in a violent storm and ice-screw, in which we only narrowly escaped destruction. Our rudder was twisted and the propeller-frame broken. A ship less strong than the America would have been lost. On July 17 we reached a place of safety to the southward of Cape Fieser, where we again entered the pack ice in about latitude 79deg. and began the ordeal of penetrating the main pack, which, until the 28th degree, was exceedingly heavy, and through which we crept only by carefully watching the floes. With these, which were all between ten to fifteen miles in length, we were continually surrounded. For an entire month, while navigating the ice with an ever-decreasing coal supply, our anxiety was very great, and we were greatly relieved when we at last reached open water.

THE STARS AND ANGLE BANNER.
I am glad to be able to say that not only has every member of the expedition safely returned, but that we never had a serious case of illness. The depression during the long Arctic night was of course great, but we were really all too busy to pay much attention to our moods. In the intervals of work we did our best to keep up our spirits. Fortunately we were a musical company, and the bears must often have been surprised at the strains of the Star-Spangled Banner" were wafted through the icy darkness. During the whole winter we were working night and day. At times the entire company was told off into two shifts, there being always plenty to do in caring for the animals, making sledges and equipment, and in taking observations.

The presence of so many dogs—we had at one time over 200 during the winter—kept the camps greatly clear of bears, but sometimes they would surprise us. On one occasion two of our members, while the sledging ice, with one of the ponies, were upon a large boat, which came upon them unawares. They were quite unarmed, and were remarking at the absence of game, when they espied a few feet in front of them a great white bear, which immediately charged. Their pony forthwith stampeded, dragging the sledges with it, and leaving the two men quite defenceless. With great presence of mind they sprang the sledges of the neighbouring iceberg, to the top of which they clambered, while the bear was momentarily watching the precipitate flight of the horse. Then he turned, and growling viciously, followed the men up the berg. The latter succeeded in escaping by the opposite side, but were closely followed by the bear, which, however, refused to approach when they nearest the safety of the ship.

There were many narrow escapes while sledging over the ice, and more than once sledges and ponies were precipitated into the water, from which they were dragged up with considerable difficulty. There were numerous instances of whole dog teams, harnessed to the sledges, wildly charging fiercely at the very edge of open water, which much to the peril of the drivers, dogs, and loads.

In conclusion Mr. Baldwin said—
The idea of an open polar sea is baseless. We know that there is no such sea, and the degree on the Franz Josef Land side, and is from here that I believe the Pole will be reached. I quite agree with Lieutenant Parry that the most practical way of attaining the Pole is by sledging from this point. This is indeed the plan on which our expedition worked.

Refreshing and Agreeable.

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Applauded Antiseptic Soap for bathing, pure Carbolic Acid. Should be used regularly to cleanse the skin and complexion and prevent infection.

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[2594-2]

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CRILLER SHOT

20 BORE CARTRIDGES

12 " " "

10 " " "

10 " " "

Wm. SCHMIDT & Co.

Panzburg, 1st January, 1901. [15]

QUAN WAH & CO.

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MARBLE AND GRANITE

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Hongkong, 17th October, 1900. [2774]

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THE LATEST AND BEST WATER RAISER IN THE MARKET.

INDISPENSABLE TO CULTIVATORS FOR IRRIGATION.

It is light in weight. Easily started and worked. Clean in working. Compact and very portable.

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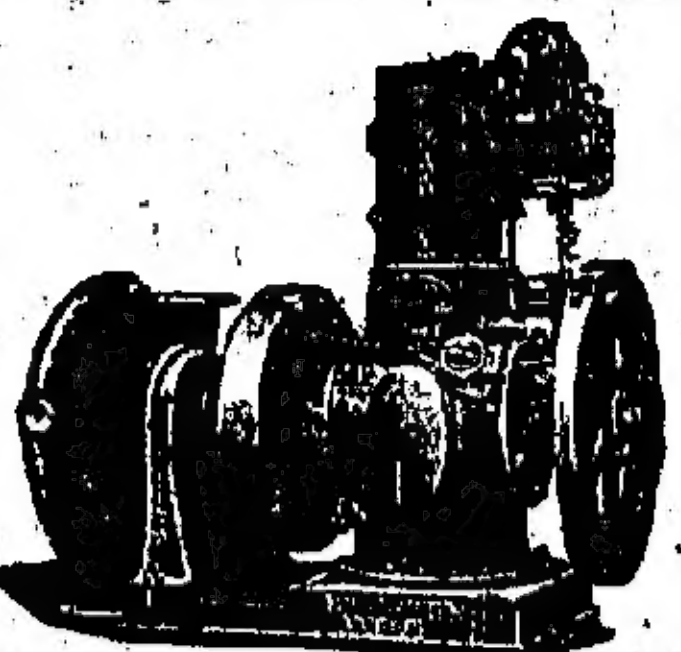
Pump will screw on its bed-plate.

WHEN NOT REQUIRED FOR PUMPING, THE MOTOR CAN BE UTILISED TO DRIVE MACHINERY.

THE "INVINCIBLE" CENTRIFUGAL PUMP MAY ALSO BE DRIVEN BY STEAM ENGINE OR ELECTRIC MOTOR DIRECT, OR BY BALT, AND HAS A WORLD-WIDE REPUTATION FOR DRAINAGE, IRRIGATION AND MINING; ALSO FOR SEWAGE, WATER WORKS, AND OTHER PUMPING PURPOSES.

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NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

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SIEMSEN & CO., Agents.
Hongkong, 25th May 1895. [27]

PHENIX FIRE OFFICE

The Underigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAPELLE & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [28]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

Assets Exceeded Ten Millions Sterling. The Underigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE, at Current Rates.

WM. MEYERINK & CO., Agents.
Hongkong, 3rd June, 1902. [276]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD.

(Established 1833.)

The Underigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO., Agents.
Hongkong, 7th February, 1901. [77]

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SIEMSEN & CO., Agents.
Hongkong, 16th November, 1872. [25]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

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SIEMSEN & CO., Agents.
Hongkong, 16th May, 1902. [25]

BALAMANDER FIRE INSURANCE COMPANY.

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ROTH, JACOB & CO., Agents.
Hongkong, 2nd April, 1900. [29]

NORTHERN ASSURANCE COMPANY.

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URNER & CO., Agents.
Hongkong, 2nd October, 1902. [2798]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF BREMEN.

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HOTZ, JACOB & CO., Agents.
Hongkong, 1st September, 1902. [2327]

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1. AUTHORIZED CAPITAL... £3,000,000 0 0
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PAID-UP CAPITAL... £87,500 0 0
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SHEWAN, TOMES & CO., Agents.
Hongkong, 25th July, 1902. [1786]

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Incorporated 1851.
Cash Security... £65,578
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WM. MEYERINK & CO., Agents.
Hongkong, 25th July, 1902. [3427]

LAQUEEN AND MUNICH FIRE INSURANCE CO.

OF AIN-LE-CHAPPEL.

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REUTER, BRÖCKELMANN & CO., Agents.
Hongkong, 21st April, 1895. [118]

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THE BOOK WILL BE FOUND TO BE A COMPLETE GUIDE TO THE HANOI EXPOSITION.

Hongkong, 17th October, 1902. [2776]

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WORK will be REDUCED 15 per cent.
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The largest stock in these lines.

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GLASGOW and LIVERPOOL	"OUPECK"	On 10th December.	

FROM	HOMEWARDS.	TO	DUE
LIVERPOOL DIRECT	"PINGSUET"	On 8th November.	

FROM	TRANS-PACIFIC SERVICE.	TO	DUE
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ALL PACIFIC COAST PORTS, VIA	"TEENKAI"	On 21st November.	
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CHINA NAVIGATION CO., LIMITED.

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TIENTSIN and NEWCHANG	"KWILYANG"	On 10th November.	
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CAIRNS, TOWNSVILLE,			
BRISBANE, SYDNEY and MEL-			
BOURNE	"TSINAN"	On 15th November.	

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FROM	OUTWARDS.	TO	DUE
SHANGHAI	"HANYANG"	On 30th October.	
TIENTSIN and NEWCHANG	"KWILYANG"	On 10th November.	
THURSDAY ISLAND, COOKTOWN,			
CAIRNS, TOWNSVILLE,			
BRISBANE, SYDNEY and MEL-			
BOURNE	"TSINAN"	On 15th November.	

For Freight or Passage, apply to—
HONGKONG, 30th October, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

FROM	OUTWARDS.	TO	DUE
SHANGHAI	"HANYANG"	On 30th October.	
TIENTSIN and NEWCHANG	"KWILYANG"	On 10th November.	
THURSDAY ISLAND, COOKTOWN,			
CAIRNS, TOWNSVILLE,			
BRISBANE, SYDNEY and MEL-			
BOURNE	"TSINAN"	On 15th November.	

For Freight or Passage, apply to—
HONGKONG, 30th October, 1902.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

FROM	OUTWARDS.	TO	DUE
SHANGHAI	"HANYANG"	On 30th October.	
TIENTSIN and NEWCHANG	"KWILYANG"	On 10th November.	
THURSDAY ISLAND, COOKTOWN,			
CAIRNS, TOWNSVILLE,			
BRISBANE, SYDNEY and MEL-			
BOURNE	"TSINAN"	On 15th November.	

For Freight or Passage, apply to—
HONGKONG, 30th October, 1902.

THE N.D.L. Steamship

FROM	OUTWARDS.	TO	DUE
SHANGHAI	"HANYANG"	On 30th October.	
TIENTSIN and NEWCHANG	"KWILYANG"	On 10th November.	
THURSDAY ISLAND, COOKTOWN,			
CAIRNS, TOWNSVILLE,			
BRISBANE, SYDNEY and MEL-			
BOURNE	"TSINAN"	On 15th November.	

For Freight or Passage, apply to—
HONGKONG, 30th October, 1902.

STEAMSHIP "CLAVERING"

FROM	OUTWARDS.	TO	DUE
SHANGHAI	"HANYANG"	On 30th October.	
TIENTSIN and NEWCHANG	"KWILYANG"	On 10th November.	
THURSDAY ISLAND, COOKTOWN,			
CAIRNS, TOWNSVILLE,			
BRISBANE, SYDNEY and MEL-			
BOURNE	"TSINAN"	On 15th November.	

For Freight or Passage, apply to—
HONGKONG, 30th October, 1902.

STEAMSHIP "CLAVERING"

FROM	OUTWARDS.	TO	DUE
SHANGHAI	"HANYANG"	On 30th October.	
TIENTSIN and NEWCHANG	"KWILYANG"	On 10th November.	
THURSDAY ISLAND, COOKTOWN,			
CAIRNS, TOWNSVILLE,			
BRISBANE, SYDNEY and MEL-			
BOURNE	"TSINAN"	On 15th November.	

For Freight or Passage, apply to—
HONGKONG, 30th October, 1902.

STEAMSHIP "CLAVERING"

FROM	OUTWARDS.	TO	DUE
SHANGHAI	"HANYANG"	On 30th October.	
TIENTSIN and NEWCHANG	"KWILYANG"	On 10th November.	
THURSDAY ISLAND, COOKTOWN,			
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For Freight or Passage, apply to—
HONGKONG, 30th October, 1902.

STEAMSHIP "CLAVERING"

FROM	OUTWARDS.	TO	DUE
SHANGHAI	"HANYANG"	On 30th October.	
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STEAMSHIP "CLAVERING"

FROM	OUTWARDS.	TO	DUE
SHANGHAI	"HANYANG"	On 30th October.	
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THURSDAY ISLAND, COOKTOWN,			
CAIRNS, TOWNSVILLE,			
BRISBANE, SYDNEY and MEL-			
BOURNE	"TSINAN"	On 15th November.	

For Freight or Passage, apply to—
HONGKONG, 30th October, 1902.

STEAMSHIP FOR BALTIMORE AND NEW YORK.

FROM	OUTWARDS.	TO	DUE
SHANGHAI	"HANYANG"	On 30th October.	
TIENTSIN and NEWCHANG	"KWILYANG"	On 10th November.	
THURSDAY ISLAND, COOKTOWN,			
CAIRNS, TOWNSVILLE,			
BRISBANE, SYDNEY and MEL-			
BOURNE	"TSINAN"	On 15th November.	

For Freight or Passage, apply to—
HONGKONG, 30th October, 1902.

STEAMSHIP "CLAVERING"

FROM	OUTWARDS.	TO	DUE
SHANGHAI	"HANYANG"	On 30th October.	
TIENTSIN and NEWCHANG	"KWILYANG"	On 10th November.	
THURSDAY ISLAND, COOKTOWN,			
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HONGKONG, 30th October, 1902.

STEAMSHIP "CLAVERING"

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BOURNE	"TSINAN"	On 15th November.	

For Freight or Passage, apply to—
HONGKONG, 30th October, 1902.

STEAMSHIP "CLAVERING"

Examined on the 30th inst., at 3 P.M.
No Fire Insurance has been effected.

